

Section 2: Project Characteristics

2a. Provide a description of the project, including the conceptual design.

Describe the project in sufficient detail so the type and intent of the project, the location, and the communities that may be affected are clearly identified.

The goal of this Unsolicited Proposal is to provide the best regional commuter parking solution for Fairfax County and WMATA. Our proposal was designed to address both short-term and long-term parking needs at the Vienna Metro Station. In the short-term the station will experience a significant loss of parking due to (1) the special exception to provide parking on private property adjacent to the Station (the “Sweeney lot”) expiring, and (2) construction of the Vienna III parking structure on top of an existing surface lot. In the long-term, new parking capacity is needed to keep up with customer demand. As the urbanization in the surrounding Nutley Street neighborhood continues, the need for a flexible parking solution will be desirable.

Short Term Needs

The need for a temporary parking solution arises from both the upcoming permanent loss of 680 park and ride spaces in the Sweeney lot (November 2006) and a temporary loss of 615 park and ride spaces during construction of the Vienna III facility. The total loss of 1295 parking spaces will create a parking shortage at the Vienna Metro Station until the permanent 2100-space permanent parking structure is built.

OUR PROPOSAL
WAS DESIGNED TO
ADDRESS BOTH
SHORT-TERM AND
LONG-TERM PARKING
NEEDS AT THE
VIENNA METRO
STATION.



It is our understanding that Fairfax County's interim parking solution is to provide temporary parking spaces at two satellite parking lots along with shuttle bus service to and from the Vienna Station. These temporary satellite facilities will be located at the Fairfax County Government Center and the Stringfellow Park & Ride lot. While the temporary parking spaces will offset some of the lost parking at the Vienna Metro Station, these facilities could be located out of the way for many of the Vienna station's current customers, who may then chose alternative forms of commuting.

Our proposed temporary parking solution provides Fairfax County and WMATA with an effective enhancement to the current plan. Edgemoor proposes to utilize an area in close proximity to the station and will allow the vast majority of commuters to continue with their current commuting patterns.

Long Term Needs

As the current terminus for the Orange Line, the Vienna Metro station has experienced significant increases in the demand for parking due to strong residential development in Western Fairfax and points further west. With the current parking garages/lots nearing capacity, WMATA has made it a priority to increase the parking capacity at the Vienna Station.

The third parking structure at the Vienna Metro Station ("Vienna III") is a 2100-space park and ride structure, jointly developed by Fairfax County and WMATA. Vienna III is currently in the planning phase, and WMATA is targeting opening the facility by November 2008.

Our turnkey develop, design, build, and finance plan proposes to build 2100 parking spaces in a 600,000 square foot precast structured parking garage. For budgeting purposes, our proposal utilizes WMATA's preliminary design, prepared by P2D and attached as Exhibits 2.1 and 2.2 for the Vienna III facility.

Proposal Benefits

In addition to providing a unique temporary parking solution, our proposal provides several efficiencies during the development and construction process.

Our teammate, Shirley Contracting, will already be performing construction services as part of the MetroWest development project at the Vienna Metro Station.

These services include significant roadway improvements and road widening, as well as temporary and permanent kiss and ride facilities for the Vienna Metro Station. We believe that utilizing Shirley Contracting as a partner on the Vienna III parking structure and temporary parking project will provide Fairfax County and WMATA with many measured and intangible benefits, including a single uninterrupted construction mobilization, knowledge of Fairfax County and WMATA project management requirements and design guidelines, and first hand knowledge and experience of the existing project site.

Additional benefits of this proposal to the citizens of Fairfax County and to WMATA customers who use the structured parking facility include:

- Access to convenient temporary parking on land in close proximity to the Vienna Metro;
- Enhanced parking capacity resulting in reduced automobile congestion on Interstate 66;
- Single seamless mobilization by a construction firm performing additional metro construction work at the Vienna Metro Station; and
- High-quality, user-friendly and safe facility for commuters.

Design Approach

Edgemoor will commence further development of the temporary parking and parking garage site plan and design while we are negotiating the Comprehensive Agreement. Edgemoor is willing to commence these “deliverable” items of work in advance of an executed Comprehensive Agreement to assist in delivering the Project at the earliest possible date.



Our teammate, Shirley Contracting, will already be performing construction services as part of the MetroWest development project at the Vienna Metro Station.

UTILIZING SHIRLEY
CONTRACTING AS
A PARTNER ON THE
VIENNA III PARKING
STRUCTURE AND
TEMPORARY PARKING
PROJECT WILL PROVIDE
FAIRFAX COUNTY
AND WMATA WITH
MANY MEASURED AND
INTANGIBLE BENEFITS

We have used this approach (i.e., early start via an Interim Agreement) on other public-private partnership projects and have found that we can save significant time and money for our clients.

Additionally, at each stage of design process, Fairfax County and/or WMATA will have a period of time to review, comment and approve the specific designs. The design of the facility will be in accordance with the final program and standards issued or approved by WMATA and Fairfax County.

Park and Ride Facility – Project Description

Site Plan Development

In preparation for this proposal, we have reviewed a preliminary site schematic for the Vienna III Parking Structure, prepared on behalf of WMATA by P2D. All proposal assumptions regarding the design and construction of this parking facility are based on this P2D schematic.

As shown in Exhibit 2.2, the proposed Vienna III Parking Structure site is located along Saintsbury Drive in the same location planned by WMATA and Fairfax County, just east of the existing Vienna Metro Station parking facility. The temporary parking facility is located in close proximity to the Vienna Metro.

Overview Architecture

The conceptual design for the Vienna III Parking Structure is consistent with WMATA's design standards for its other park and ride facilities, which are typical suburban above-grade, precast concrete parking structures with controlled entry and egress. The new facility will be constructed from structural precast concrete.

Functional Design

The proposed Structured Parking Facility is an above grade structure that will provide 2100 parking spaces. The facility will consist of six levels of parking making up nearly 600,000 gross square feet of area. The completed parking garage will tie into the kiss and ride, bus drop, and Saintsbury Drive improvements to be completed by Shirley Contracting as part of the MetroWest development project. The surrounding roads and sidewalks on the project will be designed to provide user friendly vehicular, pedestrian, and bicycle access to the parking facility.

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Parking Structure

The foundation system will be finalized after additional due diligence (e.g. geotechnical testing to determine the bearing capacity of the soils.) Based on available soil data for the site, we have assumed that the garage will require a deep foundation with either deep caissons or auger cast or regular piles. The garage's exact foundation system will depend on the final soil analysis and existing conditions below the parking lot surface. The skin and interior systems of the garage will consist of precast concrete walls, columns, and double t-beams for structured floors. The structure will also include adequate exterior and interior lighting to create a safe atmosphere without being intrusive to the neighboring residences. The facility will include the necessary mechanical systems, fire prevention systems, and security systems that are consistent with the requirements defined by WMATA and Fairfax County.

Construction Sequencing & Site Utilization

Access

During the construction of the proposed parking facility and temporary parking, access for construction workers, equipment and deliveries will have limited impact on the metro operations. Primary access for the construction staff workers and deliveries will be controlled. In addition, the general public will be isolated from the construction site via temporary fencing as deemed appropriate.

Site Utilization

Shirley plans to utilize the same staging area for the Saintsbury and Kiss and Ride improvement project – therefore project staging and construction disturbances will be more efficiently controlled for both projects and the surrounding area will be minimally impacted. Construction trailers, storage and lay-down areas are proposed to be located in this separate staging area, resulting in a much safer construction site because the area immediately surrounding the garage will be able to be fully utilized for deliveries and crane usage.



During garage construction, mobile cranes will be utilized to erect the structure and will be rotated around the structure to assemble the precast beams and columns. The cranes will be located within the project boundaries. It might be necessary to obtain approval to stage trailers carrying the structural precast panels on nearby access streets or adjacent to the site of the project.

Construction Narrative

The project will begin with setting up office/storage trailers, temporary site fencing, and temporary site utilities. The initial focus of the project will be to construct temporary parking on land convenient to the Vienna Metro. The temporary surface parking construction will begin with installation of the sediment and erosion controls and completion of site utilities. The lot will have controlled entry and exit and will have adequate lighting similar to existing WMATA surface parking facilities.

Once the temporary parking lot is completed and operational for WMATA customers, the focus of the project will shift across Saintsbury Drive as the 615-space parking lot will close and the structured parking construction phase will commence.

The Vienna III structure will begin with installation of the sediment and erosion controls. Temporary site fencing will be installed and temporary site utilities (i.e. electric, water, and phone) will be established within the initial activities. The construction process will begin with necessary site improvements in preparation for the underground utility and footing excavation. The installation of the foundation system will be the first major activity of work.

PRIOR TO CLOSING THE
EXISTING 615 SPACE
LOT AND COMMENCING
GARAGE CONSTRUCTION,
A TEMPORARY LOT WILL
BE COMPLETED NEAR
THE VIENNA METRO
STATION

Depending on the final design, it is estimated that it will take approximately ten weeks to complete all the foundation work.

The erection of the structural precast columns and beams will begin after the completion of the foundation systems. The final preparation of the grade and placement of the slab on grade will follow accordingly.

Mechanical, electrical, plumbing and fire protection trades will begin after approximately 75% of the precast has been erected. This work will include installing storm drain piping, sprinkler piping, and light fixtures. Elevator installation will be a critical path activity, so the sequence of the precast erection will be planned so that elevator construction can commence as soon as possible.

It is anticipated in this Conceptual Proposal that the garage construction will be approximately 18 months in duration.

Construction Administration

As in previous metro station improvement projects, our proposal assumes that WMATA will take on the role as technical manager for the Vienna III project, and will be the point of contact regarding all technical issues, including design review and construction administration. This involvement may include contract document interpretation, change order review, submittal review, addressing contractor questions, attendance at progress meetings, and periodic review of work in place for general conformance with quality assurance requirements, payment certification, and certification of substantial completion of the project. The Edgemoor team is very comfortable with this arrangement, having completed numerous projects for WMATA, including new station construction, station renovations, maintenance facilities, and parking facilities.

During the construction phase, Edgemoor will manage Clark/Shirley Contracting to ensure that all construction is strict conformance to the contract drawings and specifications. Edgemoor will provide the necessary direction to Clark/Shirley for any changes that may result from drawing omissions, errors or otherwise. Lastly, Edgemoor will monitor the progress of Clark and Shirley relative to schedule and budget to ensure the project's success.



**WMATA Largo/Morgan
Parking Facility and Station**

Quality Assurance / Quality Control

Edgemoor will establish and implement a quality assurance and quality control program based on the project requirements. Using our proven quality control methods and procedures, we will ensure that all materials and workmanship meet or exceed expected levels. This is done by a myriad of practices including checklists, inspections of delivered materials, and mockups as required. Additionally, we propose retaining a third party inspection group to verify compliance to the project specifications and drawings and perform any testing and inspections as typically required by Fairfax County and WMATA.

2b. Identify and fully describe any work to be performed by the County or any other public entity or agency.

We expect Fairfax County and WMATA to be involved in the following:

- The design phase of the project by providing the design standards and program requirements;
- Review/approval of design documents;
- Construction oversight (e.g. standard WMATA/County inspections);
- Zoning, site plan, and permitting review, and
- Financing and/or payment for this project.

Beyond what is outlined above, we hope to work cooperatively with Fairfax County/WMATA staff on matters that may arise unexpectedly in advance or during the duration of the project.

2c. Include a list of all federal, state and local permits and approvals required for the project and a schedule for obtaining such permits and approvals.

All required permits and approvals will be identified during the Detailed Proposal phase for this Project or during contract negotiations should Fairfax County elect not to use the Detailed Phase for submission under the PPEA. Some of the permits that may be required are listed below:

Federal:

- U.S. Army Corps of Engineers (if required)
- Environmental documentation (if required)

State:

- Department of Environmental Quality
- Department of Health, Water permit
- Erosion and sediment controls permits

Local:

- Zoning
- Permits for temporary construction requirements
- Grading and construction permits
- Water, sewer and other connection permits as applicable for utility relocations
- Certificate of Occupancy

Permits & Approvals Schedule

Edgemoor plans to prepare, submit and obtain all the required permits and approvals on behalf of Fairfax County for the project. This proposal assumes that the permits will be identified and approved within the proposed schedule outlined for the Project, in order to not delay the design and/or construction schedule. See Project Schedule in Exhibit 2.3 for further detail.

2d. Identify any anticipated adverse social, economic and environmental impacts of the project. Specify the strategies or actions to mitigate known impacts.

Although a new construction project may temporarily create adverse impacts to the immediate community around the site (e.g. site access, traffic, and noise), such impacts may be addressed through a variety of measures.

Since the Vienna Metro Station will continue normal operations during the construction of the Vienna III facility and temporary parking, great care will be taken to ensure that the construction site is isolated from the surrounding area and general public via temporary fencing and barricades. Primary access for construction, construction storage, and the construction office trailers will be clearly identified. Cranes that will be utilized to erect the structure will be located within the project boundaries. As previously mentioned, construction trailers, storage and lay-down areas are proposed to be located in a separate staging area, resulting in a much safer construction site resulting in little or no interference to traffic in the surrounding block.

The construction and ongoing operation of the metro parking facilities may increase noise levels in the area. However, given that this site has housed metro park and ride facilities for several years, we believe these activities will not generate opposition within the community. Edgemoor will make a concerted effort to reduce or minimize noise as much as reasonably possible during construction of the temporary parking and parking structure.



2e. Identify the projected positive social, economic and environmental impacts of the project.

This proposed Vienna III Parking Structure solution will positively impact Fairfax County in the following ways:

- **Social** - Additional parking capacity will promote greater transit use and can potentially reduce the traffic on congested road networks and improve the overall traffic condition of the County. This will improve the quality of life for residents who commute on major roadways in the County because they can spend less time commuting and more time with their families.
- **Economic** - Additional transit solutions are critical to accommodating the need for more people to commute to and from their work places. The ability to improve transit capacity is critical to the economics of the County because more commuting capacity can translate to additional business opportunities for those living and working in the County. Additionally, our temporary parking solution mitigates the need for Fairfax County to provide new bus service to and from park and ride lots, saving commuters time and the County money.
- **Environmental** - Additional transit capacity can take additional vehicles off the road. This can translate to lower air pollution as a result of reduced car congestion along I-66 and other major routes in the Fairfax County area with fewer cars commuting and idling in traffic each day.



Additional parking capacity at Metro Stations will promote the use of mass transit, and reduce traffic congestion.

2f. Identify the proposed schedule for operator's work on the project, including the estimated time for completion.

The conceptual schedule for this development program is included as Exhibit 2.3.

The proposed schedule lists only the general activities required for planning and executing this program. The concept is intended to be a starting point for discussion with Fairfax County, with a mutual objective of developing a detailed schedule that aligns with the County's requirements, such as interim temporary parking solutions already being considered by the County. These specific schedule constraints will be discussed in detail and further defined during the Detailed Phase or during the Comprehensive Agreement negotiations with Fairfax County.

The schedule begins with the PPEA procurement process, specifically the submission of this conceptual proposal and advertisement for competing proposals. Once competing proposals are received, Fairfax County and WMATA can decide whether to proceed with one or multiple teams to the detailed phase. Once a proposing team is selected, Fairfax County and WMATA may negotiate a Comprehensive Agreement and design of the temporary parking lot and Vienna III facility may commence.

As demonstrated in the Project Schedule, we plan to simultaneously begin the design, approval, and permitting process for the interim surface and structured parking upon award of the project (prior to completing negotiation of the Comprehensive Agreement). We are willing to do this work "at risk" because we recognize that permitting for the temporary surface parking is a critical path item on the schedule and is vital to maintaining the maximum amount of parking at the Vienna Station.

PERMITTING FOR THE TEMPORARY SURFACE PARKING IS A CRITICAL PATH ITEM ON THE SCHEDULE AND IS VITAL TO MAINTAINING THE MAXIMUM AMOUNT OF PARKING AT THE VIENNA STATION.

The overall project will be completed in two phases. Phase I will consist of constructing the temporary parking lot. Once the design for the surface parking is approved and permits have been received, construction of the temporary parking lots will commence. Once the temporary parking lot is complete and operational, and approval and permits have been received for the structured parking facility, our team will begin Phase II. Phase II will commence with the demolition of the surface parking at the Vienna III location and the site will be prepared for the construction of the Vienna III Parking Structure. The Vienna III construction is estimated to take approximately 18 months, concluding with testing and commissioning of the new parking facility.

2g. Propose allocation of risk and liability for work completed beyond the agreement's completion date, and assurances for timely completion of the project.

Edgemoor will enter into a Comprehensive Agreement with Fairfax County in which it will assume the risk to develop, design, and construct the parking structure as outlined in this Conceptual Proposal. During construction, Edgemoor will be responsible for damage to the work and for any bodily injury or property damage to the extent caused by acts or omissions of its members or any entity with which it subcontracts portion of the work and will provide insurance coverage typically required on projects of this type. Upon substantial completion of the parking facility, responsibility to operate the facility will be transferred to WMATA.

2h. State the assumptions related to ownership, legal liability, law enforcement and operation of the project and the existence of any restrictions on the public entity's use of the project.

Project Ownership

Our proposal assumes that the Fairfax County Economic Development Authority would be the Owner of the new parking facility during the project financing term. WMATA would be the Owner of the new parking facility, after the project financing term ends. For additional details regarding project ownership, please refer to Section 3.

Design and Construction Liability

The liability for the design and construction of the project will rest with the Edgemoor Real Estate Services team. All work will either meet or exceed current federal, state, and local codes. All subcontractors will be required to provide payment/performance bonds for their work. In addition, the designers will provide appropriate professional liability insurance. All design work will be submitted to Fairfax County and WMATA for approval; construction oversight by Fairfax County and WMATA will be part of the process.

Legal Liability

The Edgemoor Team assumes legal liability normally associated with a construction project. Legal liability associated with Ownership would rest with the financing entity and then WMATA upon repayment of the bonds.

Law Enforcement

We have assumed that Fairfax County and WMATA police will provide enforcement services as appropriate. Details will be addressed in the Comprehensive Agreement, as necessary.

Operation of Facilities

We have assumed that responsibility for operations and maintenance of the garage will reside with WMATA for the parking facility. We believe this is consistent with the other WMATA parking garages.

2i. Provide information relative to any phased or partial openings of the proposed project prior to completion of the entire work.

As described in the Project Schedule, we plan to obtain the design approvals and permitting approvals, and then construct the new parking facilities. The overall project will be completed in two phases. In Phase I, Edgemoor will construct the temporary parking lot, and in Phase II Edgemoor will build the Vienna III Parking Structure.

2j. Describe any architectural, building, engineering, or other applicable standards that the proposed project will meet.

As described above, our proposal assumes that WMATA will take on the role as technical manager for the Project, and will be the point of contact regarding all technical issues, including design review and construction administration. Should our proposal be advanced to the detailed or negotiation phase, our design team stands ready to advance WMATA's preliminary Vienna III design concept (developed by P2D) in accordance with WMATA design guidelines, and will reflect a greater level of design detail.

Our design for the Vienna III Parking Structure will be consistent with WMATA's design standards for its other park and ride facilities, which are typical suburban above-grade, precast concrete parking structures with controlled entry and egress.